CHELTENHAM

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Cheltenham:

A Credit Valley Mill Town

by Frank Nelles

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by Frank Nelles

Beautiful Hills and Dales at Cheltenham

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CHELTENHAM: A CREDIT VALLEY MILL TOWN
FRANK NELLES
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CREDIT VALLEY SERIES

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Previous Books in the Series

#1 Credit Valley Railway
#2 Cataract & the Forks of the Credit
#3 An Early History of Erin Township
#4 The Great Horseshoe Wreck
#5 A Pictorial History of Alton
#6 Cook's History of Inglewood
#7 Belfountain & the Tubtown Pioneers

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Grand Trunk Railway section crew at Cheltenham Station

INTRODUCTION

Cheltenham has changed in the last 150 years from a village whose population was completely reliant on local industry to one in which the population has no reliance on local industry because none now exists. This process has been slow, but is now complete. Over the entire 150 year history of the village, the majority of this period has been seen a direct relationship between the people and industry; only in the last twenty years has this situation changed.

This book has been written to aid the reader to understand why this has been so, as well as to introduce and detail the history of those eventful years.

Frank Nelles; Caledon 1975.

Mill St. Bridge - 1920

Cheltenham is located in the south-west corner of the Town of Caledon (formerly the north-west corner of the Township of Chinguacousy) in the County of Peel. It is three concessions west of Ontario Provincial Highway #10 and one quarter of a mile north of the 27th sideroad; in all, approximately forty-two miles north-west of Toronto's City Hall.

The village is situated on the Third Line West, at the foot of a valley; this valley is the spillway left from the last glaciation period and is now the route of the Credit River as it flows southward to Lake Ontario. The depth of the valley at this point, and its breadth, adds emphasis to the impressiveness of the Caledon Mountain, which rises to the northwest.

From the bottom of the hill, Cheltenham follows the path of the Third Line as it rises up the base of the mountain, with the result that any attempt at a grid pattern of settlement, so common to most early Ontario towns and villages, would have been foiled by the steep inclines and the bisecting river. Thus it was that Cheltenham developed into a sprawling settlement pattern.

To reach the site, Charles Haines, the original settler cut his way from the nearest trail through seven miles of forest following the blaze marks of the surveyors. Coming from Cheltenham, England, where he had been a millwright, he landed at New York, and proceeded to Toronto, arriving there in 1817. By 1820 he had begun to clear land and finally in 1822 took up permanent residence beside the Credit River where he would eventually build his mill.

His small log mill was in operation by 1827 at which time enough others had settled to make a grist mill necessary. The importance of the mill to the area resulted in the establishment of the village, which was incorporated in 1837. This industry remained one of the keys to Cheltenham's existence from that day until 1945 when the mill burned to the ground.

Since its incorporation, the village has passed through five successive stages. From 1827 to 1850 was a period of initial growth. Then from 1850 to 1890 village life was at its prime, rising steadily to a peak of bustling activity in the properous age of the railways and the small-shop industries. Following this came a period of readjustment as the small businesses collapsed, under the forces of mass production and the village resigned itself to the Twentieth Century. As this new age progressed, Cheltenham finally reached a state of dormancy where it lay submerged for ten quiet years until stirred by the restless urban giant to the south. Now again, the village is stirring, shaking the sleep from its eyes, and stretching out into the countryside.

The miller Haines picked a good site, for the excellent farmland filled quickly and by 1850, Chinguacousy was the second largest wheat producing township in Ontario; second only to Whitby. The growth rate was exceptional, as evidenced by 49,000 bushels of wheat grown in 1844 accelerating to 130,000 bushels by 1851.

In the 1840's it became profitable to import American wheat into Canada to be ground and shipped on to England as Canadian flour under the advantages of the British Colonial Tariffs. This lasted until the

Earliest known photo - looking down the 3rd line hill at Cheltenham

Haine's Dam - Cheltenham - 1900

Haine's Mill - 1900

Corn Laws were repealed in 1848. Soon after, foreign markets again picked up. The 1850's saw a wheat boom arrive with the onset of the Crimean War and the Reciprocity Treaty, while business was kept booming through the 1860's by the American Civil War and prices rose again.

To keep pace with the agricultural development, Haines' original log mill was replaced in 1847 by a larger structure with three run of stones. It was soon not only producing flour, but doing a large custom business in gristing and chopping as well. During the next forty years the only serious drawback for the operation of the mill was the low level of the water in the river at certain times of the year.

The first settlers depended on the grist mill to the point where land was partly priced in relation to its distance from the nearest grist mill. However, while farms were being developed they were quite willing to forgo the expense of sawn lumber. Then, with farms cleared and cash from the wheat sales, they desired the luxury of lumber. In 1847, the first saw mill was completed and in operation. Although it missed most of the business from the government's plank road program which ended in 1849, it prospered on the local needs. Cheltenham's vigorous expansion between 1850 and 1870 as a center of services for the farming community, created enough work for a large circular saw plus a lathe and planing mill. E. Haines and Son, the owners, were also listed as contractors and builders.

Like the millers, during this period, everyone in the village owed their livelihood to the servicing of the farmers.

With poor roads and the lack of mass production, goods were competetively produced in Cheltenham to service these local needs. Cheltenham's main export, wheat, was best shipped, before the railways, on the winter roads, although the business was kept running all year round. By 1851, the village, well established in the roll of wheat exporter, had a population of 225.

Street scene - 1900

First store in town on the left - typical house on the right

The first store, built in 1842 by E. Haines, was followed by a second store which he also built and rented to Mr. J. Neiland. From 1850 to 1900 the sources available listing Cheltenham's stores and other commercial enterprises, presents an extreme variety of owners and successive businesses, as needs and outside competition dictated, but a few more prominent and permanent enterprises can be safely listed with accuracy.

The blacksmith shop was started by 1850 and the ringing hammers could be heard at the same location for one hundred years. This was as stable an industry as the grist mill, although only a one or two man enterprise. Farmers kept their horses in use well into the 1950's as well as having their implements repaired and thus blacksmithing was a continuing industry.

The first tavern opened in 1845 with Mr. C. Spence behind the bar. The second tavern soon followed with W. Henry opening his doors in 1848. Supporting these establishments were two distilleries, recorded in an undated account by Miss Grace Brown. She also mentions three hotels from the period 1850 to 1870. She was a good historian who was conscientious enough to carry out her duties in order to supply us with a description of Cheltenham Wheat Whiskey "as being smooth, with no bite, and going down like molasses". This was certainly a most convenient state into which to place wheat for export as it certainly reduced the bulk and increased the payload for the rough trips over colonial roads. Since travellers in horsedrawn carriages or on horseback moved slowly, their journeys were often incomplete as they reached Cheltenham. To accommodate them, the two taverns were replaced by 1853 with three hotels; Henry's owned by William Henry, the American owned by William Allan, and the Saville owned by John Saville. By

1873, Saville's hotel was gone and by 1892 so too was the North American, which by then had changed its name to The Ontario and was owned by Jacob Tracy. Just before 1887 the whole block of buildings containing F. Haines' store and Henry's Hotel was burned and was later replaced by the two structures now occupying the site. The fact that only Haines' store and Henry's Hotel were replaced is a good indication of the changing importance of hotels in the life of Cheltenham.

Four shoe stores were mentioned by 1857 and three of these lasted into the 1870's as well as a saddler by the name of T. Mercer, who manufactured and sold saddles, harnesses and trunks. Two cabinet makers were kept busy, one shop being at the saw mill, and the other in the village proper in the Women's Institute building. A steam tannery was opened sometime in the 1870's and was run by John and Robert Kee from Sandhill, Ont. Built beside the river, it took advantage of the water supply available in the millpond.

By 1866 a wagon maker, Matt Sanderson was established and doing business from a building just to the north of the blacksmith shop. An early cooper shop was located across the road from the grist mill next to the millers house; the latter building burning down sometime after 1870.

This was an age when the population of Cheltenham worked "in the back shop" or "down the road". The one individual for whom it could safely be said "earned his living over the brim of the hill" was the peddler.

The population in the middle of this period (1865) was 250 and they would seldom have seen the flat plain above them as the roads were poor and the motivation for travel was little. Brampton was no larger than Cheltenham and Toronto was well serviced by areas much closer. The goods produced in the village were consumed in the village while the teamsters, the major link with the outside world, would carry out Haines' flour or any of Cheltenham's excess smooth brew, and very little else. Back down the hill would come the materials needed to keep the shops going.

This pattern was a success and Cheltenham grew accordingly. By 1873 the population had increased to 300 persons. By then a new force had entered the scene.

The first railway reached Cheltenham in 1874; known as the Hamilton and Northwestern Railway, it later passed into the hands of the Grand Trunk. The second railway to reach Cheltenham was the Credit Valley Railway, coming through in 1877. The effect was immediate, for Cheltenham grew from the 300 persons of 1873 to a population of 350 by 1877. Cheltenham's future was bright.

"Cheltenham is destined at no distant date to be a place of considerable importance, as it will have two railway stations and with its splendid water privileges and good surrounding country, there is, apparently, nothing to hinder it from becoming a prosperous town." (1877 Atlas)

The grist mill doubled its capacity between 1865 and 1877 from five to ten thousand barrels of flour per year. The counties to the northwest reached their peak of wheat production while the railways were now available for shipment of grain into Cheltenham, there to be milled and

Delivery wagon on Main St. - 1890

shipped out again as flour. This better transportation more than compensated for the decline in the markets since the 1860's.

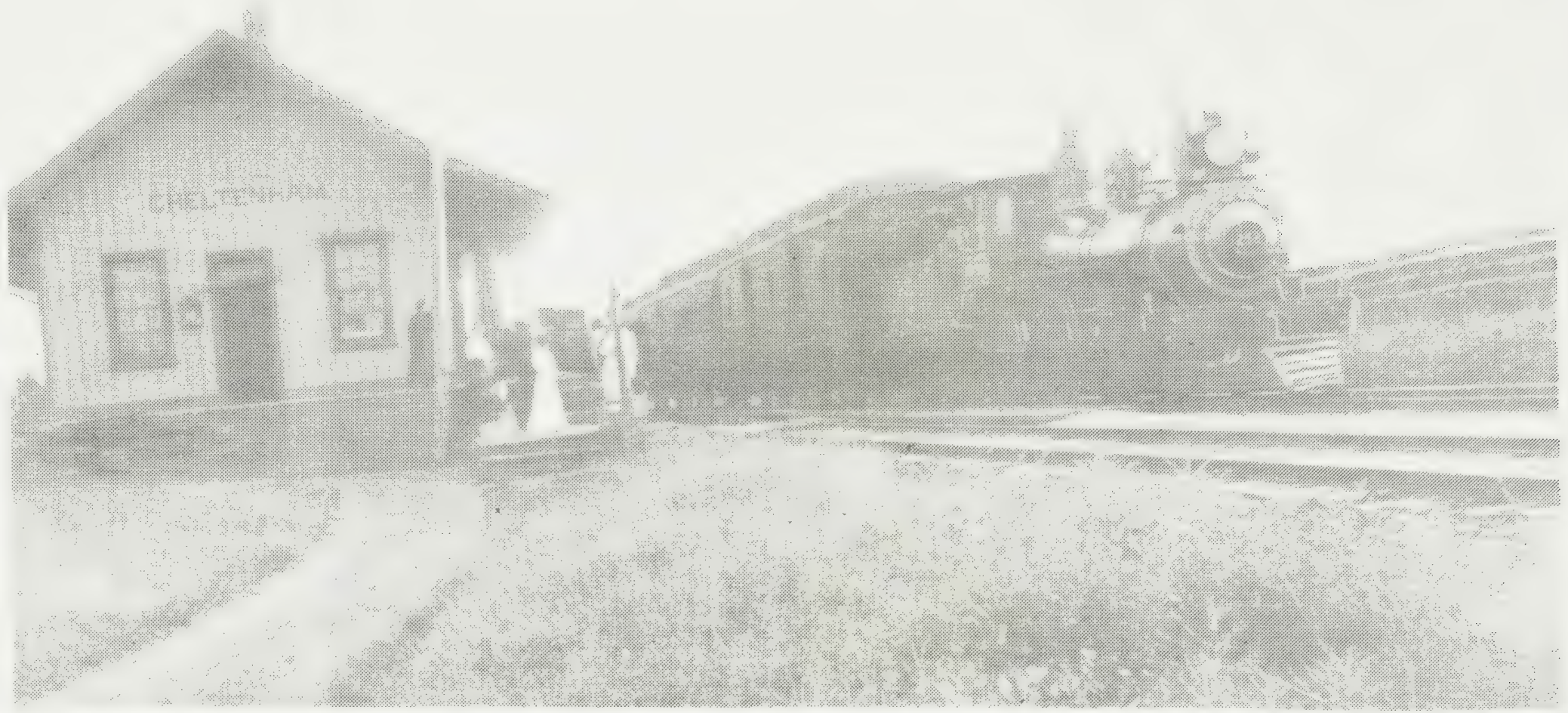
Toronto could be reached on either railway although the Credit Valley Railway was a direct link with Toronto, while the Hamilton and Northwestern route was more roundabout, necessitating a transfer at Georgetown. The Credit Valley Railway had been chartered in 1871 by George Laidlaw, a Toronto grain merchant. In financial difficulties from the start, it received its materials on credit and generous subscriptions from public bodies. Rival railways opposed its entry into Toronto but it did receive access. By 1879 it was formally opened but soon afterwards the men struck for arrears of pay. Financial solvency was finally established in 1884 with the consolidation of the Ontario and Quebec, the Credit Valley, and the Toronto, Grey and Bruce Railways. These three were taken over by the Canadian Pacific Railway.

As well as an immediate effect on the village's population, the railways also had an immediate effect on its physical appearance; a large grain elevator was erected by the Hamilton and Northwestern next to the station in order to handle the shipments of grain from Western Ontario and later from Western Canada. A laneway was extended from the main street towards the Credit Valley station and became a given road out to the second line west of the township. Gravel paths were laid to each station and after 1884 a plank sidewalk was extended to the C.P.R. station.

Although the small hotel owned by John Saville had disappeared by the 1870's, traffic through the town was such that when the hotel and

C.P.R. Station - 1900

Canadian Pacific Railway Station milk delivery - 1920



Grand Trunk Railway Station

store complex on the Northwest corner of Mill St. and the Third Line burned down, they were immediately rebuilt; the store and brick house by Fred Haines Sr., and the Hotel by William Henry. (He operated it until his death around 1904).

When the North American, belonging to J. Tracy, burned about 1892, it was not profitable to rebuild since the travel patterns had changed due to the railways and the site was left bare until the early 1900's when the house which now occupies the spot was built for the station master.

Cheltenham reached its peak in population in the 1870's as did its small industries. The distilleries had disappeared but otherwise local business was prospering with the flour mill operating and plenty of local logs to be sawn at the saw mill.

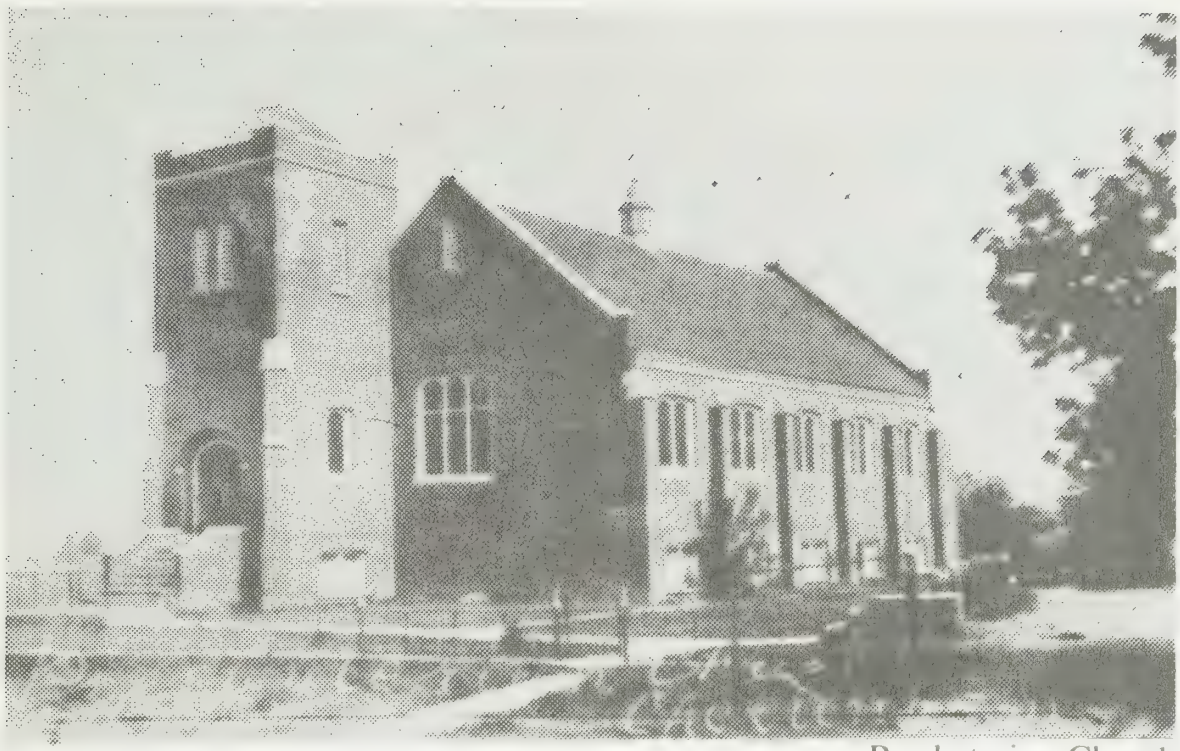
There did not seem to be an increase in the number of businesses, but rather, in the amount of business done. One new building that was added around this time was the slaughter house, built just to the west of the flour mill.

The momentum achieved from the 1850's to the 1870's in local industry was sufficient to maintain the town for the next thirty years after the arrival of the railways, but a gradual change crept through the village. While the rail transportation enabled Cheltenham's goods to reach a larger market, the town was aslo exposed to the pressure of developing industry south along the rails, where lay the massed capital and population. Here then was the first change in the function of Cheltenham. It remained a service center for the area, but its role was changed by the railways from a primary to a secondary center; people now took the Credit Valley Railway into Brampton for their every day needs. With manufacturing being consolidated to the south, Cheltenham was changing rapidly.

One of the first victims was the steam tannery, which folded under the pressure of competition from a large tannery which had opened in Brampton. The closer the village came to the Twentieth Century, the more businesses it lost. Following the tannery, the saddler folded up, the cooper shop closed, probably due to the exchange of bags for barrels, both cabinet makers packed their tools, as did the village dressmakers and tailors. Unaffected were the stores which simply ordered goods in on the railway as well as the blacksmith and carriage shops, and, of course, the two stalwarts of the community life from the beginning, the mills.

The sawmill which had been supporting the cabinet shop, now found a new industry. An undertaking establishment had been opened by Alfred and Jim Haines and this business lasted until about 1910. The sawmill began to go into the coffin making business, to supply local needs and also for out of town shipments. This industry hit its peak about 1890, although it also lasted into the early 1900's.

The inhabitants of the village were thus being forced away from their individual enterprises into lines of work depending more and more on outside consumption. Yet it was the mills that continued to supply the main local work. One small exception was the manufacture of cement tiles in a building behind the Beaver Hall; said building being built and the business operated by E. Harris around 1900.



Presbyterian Church

Baptist Church

Haines' Dam - Cheltenham - 1900

A Glimpse of the Mill & Dam

The realignment of occupations became a new status quo for Cheltenham for the next thirty-five years. No new industries were begun during this period, in sharp contrast to the growth of the previous twenty-five years. Steady employment for a few men was available at the saw mill and coffin factory. The flour mill employed several men and a few men were teaming the grain from the C.N.R. station's elevator. Each station had a station master who lived in the village and the blacksmith worked right through the period while the carriage shop carried on a small business. The cement tile operation was kept open, filling the needs of the steady improvement taking place on the surrounding roads.

The two railways brought a great deal of trade to Cheltenham from farther afield. It was this traffic to and from the railways that kept the three stores, butcher shop, shoe store and bank thriving. When the winter frost arrived making the roads better, the trade in town became even brisker, thus the only thing which stopped a general exodus from Cheltenham, that was common to almost every other town in the township from 1861 on, was now the railways as much as the mills, and Cheltenham continued with very little fluctuation in population from the level reached in 1877.

Changes were coming, but they came slowly. Right into the 1900's the remaining businesses were kept busy. As many as 40 teams per day could be seen hauling logs to the sawmill while the flour mill ran day and night, and the stores that were in business in 1877 lasted into the 1900's.

The social needs of the village were well provided for since both a Presbyterian and a Baptist church had grown with the village. A large brick school had been built in 1871 to replace the first building and had a static enrolment of about forty. There was a lodge of Good Templars, an Orangeman's Lodge, and as early as 1853, a Temperance Hall. The Beaver Hall, built by E. Harris, was rented for political meetings, plays and dances.

The carriage shop remained in business until the Twentieth Century, but depended for its survival on the selling of implements more than the manufacture of wagons.

Technology continued to take its toll with the appearance of steel culverts, and soon the tile factory closed and the shed behind the Beaver Hall was empty for good. While probably the one or two men employed there could find employment in the area, there is a chance they were typical of the one or two families which every year packed up and moved to the city. This exodus was almost imperceptible and stretched out over the next fifty years. The great expectations of the railways had slowly died away and Cheltenham slipped quietly into the Twentieth Century, a small, steady, agricultural community, except for the two mills.

Here again, Cheltenham defied historical trends and received yet another reprieve from the oblivion facing many villages around her such as Victoria and Campbell's Cross. One mile to the west of the village lay a large deposit of Medina Shale, adjacent to the C.N.R. tracks. Here was the perfect combination of ready transportation and a commercially adequate supply of raw materials, and in 1914 the Interprovincial Brick Company was born.

Previously, workmen had simply set up a kiln in an area as required, since along the whole section of escarpment there is a plentiful supply of red coloured shale. Salmonville, three miles to the west of Cheltenham, was renamed Terra Cotta as a tribute to its 19th Century attempt at brickmaking. Terra Cotta supplied materials for many of Cheltenham's huge homes of the 1859's and 60's when wheat prices had been so high.

Production at the brick plant was begun in 1914, with the men at first housed in tents. Soon 13 houses were built and rented for eight to thirteen dollars per month for four to eight rooms. Besides the men living on the premises, seasonal help came from both Terra Cotta and Cheltenham. Gradually, as the permanence of industry became established, some of the men left the homes at the brickyard to take up permanent residence in Cheltenham.

This business was a fresh incentive for the stores in Cheltenham, but for very little else. Local option, and the Canada Temperance Act brought an end to the hotels' chief source of income, revenue from the bar, although the Brown Hotel continued to serve liquor into the 1920's. The rail traffic, bringing coal into the plant and taking finished brick out, had little effect on the village. Although the employment for the brickyard reached as high as forty men, they were mostly residents of the area or they commuted from nearby villages, so that no new influx of population occurred in the village itself. One physical change in Cheltenham's appearance due to its new business was an addition to the school, necessary for the youngsters from the brickyard's fourteen houses.

Cheltenham underwent other physical changes in the first twenty-five years of the present century. The most noticeable was the stringing of telephone lines in 1910 and the installation by the North Chinguacousy Telephone Company of the switchboard in Fred Haines Jr.'s store.

Fred Haines Jr.'s store seems to have been the centre for services in the village. Of the three stores, it was the only stone structure, and was two stories high. The other two stores were frame and one story. As well as getting the telephone switchboard, Mr. Haines was Postmaster until 1926, and the first gas pump for automobiles was placed on the roadside in front of his store. Beside the gas pumps was a weigh scale for livestock. It was used by John McQuarrie and Arthur Wiggins who ran a thriving shipping business from Cheltenham. In 1916, the wooden sidewalks through the town were replaced with sandstone and running between the churches and down Mill Street as far as John St. Cinder paths remained as they had been before and led to the stations or school.

Hydro first reached the area with the construction of the brickyard. The Inter-provincial Brick Company brought in their own power line from Georgetown. It served the yard and its houses and the one farm across the road. This was the first power in Chinguacousy Township. The rest of the village had to wait until 1927 when power was brought down from Cataract where there was a small Caledon electric plant. Prior to this, a few farmers had used gasoline motors and batteries for lighting in their barns.

By the turn of the century, local land had been exhausted by continuous wheat and barley crops. This marginal land reverted to unworked pasture, while the better farms began a slow changeover to dairy herds. Other cash crops, such as clover, were planted with the seed being sold while the plant built up the soil as well as providing pasture for the growing dairy herds. The necessity of coming to Cheltenham daily to ship out their milk from the stations allowed the farmers the opportunity to shop in town and provided another reason for the continuance of the three stores. By 1925 the conversion to dairy farming was complete in the area, with a full carload of milk per day leaving from the station. Poultry, pigs and other products from the mixed farming continued as profitable sidelines. The roads were now gravelled and a team of horses with produce or animals could reach the St. Lawrence Market in Toronto and return the same day.

The flour mill was kept operating by wheat now being brought in from Western Canada and had another above average period during World War I. About 1910 the saw mill became strictly a custom business providing income for the owners plus one or two men.

About fifty men left the area for World War I and after the war the village again declined as more inhabitants found the draw of urban living too alluring to resist.

The major factor causing a decline in this period was the introduction to the area of the automoblie. The carriage shop ceased operating prior to 1900, and most families had purchased a car by 1920. One farmer, Frank Lyons, traded in a team of horses for his first Chevrolet car in 1917. From this period on, more and more families began making weekly trips to Brampton or Inglewood where more complete services

Cheltenham from the hill - 1920

were available, and these trips were now by car. The first to feel the effect was Foster's store, which by 1920 was only open part of the day. Mr. A.K. House, who had bought J.E. Harris' store about 1916 was also faced with a decreasing business. By 1928 business was no longer profitable and he closed his doors, tore the building down, and used the lumber to begin construction of his tourist development at Ferndale Park.

Cheltenham's function was again changing, as it became less of a centre for services, and more of a dormitory for the mill and brickyard. Some occupations however could still be found locally.

The local residents had always used the mill pond for boating, and the hotel managed to exist mainly through summer holidayers who came by train. Now a large area of Credit River flood plain to the north of the village became a major tourist attraction. A dance pavillion was built and this area prospered as a tourist resort until the sixties. Employment was provided for a few local residents in constructing and maintaining the cottages. The one remaining store at Cheltenham shared the extra summer business with the Inglewood store approximately 5 miles to the north.

The depression in the 1930's had little effect on the remaining residents of Cheltenham. The farmers continued to ship milk right through this period, kept their cars and were even able to buy tractors. Two stores had been closed and the few people living in the village employed at the brickyard were in management positions and were unaffected. Others found employment in the Rogers Quarry, west of the brickyard, shipping stone for large Toronto buildings under construction at this time. Thus the village remained close to 300 persons as late as 1930.

By 1922, the brickyard had two presses of seventeen and one-half ton capacity and was operating six down-draught kilns, plus one continuous burning kiln. The latter was the first of its type in Canada but unfortunately it did not operate satisfactorily. The year 1922 was the year that the steam shovel replaced the pick and shovel and thus the expanding brickyard operation was able to keep from raising its employment figures. By 1922, 90,000 bricks were constantly in the process of drying, baking or cooling. Markets were found from Halifax to Sault Ste. Marie. While most brick was shipped on the railway, solid tire trucks were used for hauls as far as Toronto, making the return trip in one day. In 1930 one of the presses was shut down, but the other was kept running through the depression.

Since 1850 the use of resources did not vary in the village but rather all that varied was the amount of use of each resource as the markets dictated. From Cheltenham's inception the water power had been used; first for flour milling and then for sawing logs and both processes continued. The mill pond had always served for summer recreation while Medina shale had always been used for bricks, at first in temporary kilns and next in permanent kilns. Stone quarries had provided work and material for the village since early times and the land had since set-

Cheltenham Regatta on Haines' Pond - 1910

tlement been used agriculturally; the grain was simply changed in its use from feeding more people to feeding more cattle. Finally, the large deposit of sand nearby had been used continually in cement for the brick and stone construction in the area, then for the cement tile industry, and now for a new cement brick plant which opened on the sand pit property itself.

Organized by an outside promoter and using the money of several local farmers who became directors, the business was in financial difficulty from the beginning. The sand was too fine for brick making, requiring too much cement to make a brick capable of standing high pressures. A small quantity of brick was shipped by truck to Toronto and Georgetown for houses. Up to three or four men found employment here, but it wasn't steady work and lasted only until the end of the depression. There was no permanent manager and equipment began to disappear as the directors became disinterested and the promoter vanished with the capital. The plant finally closed.

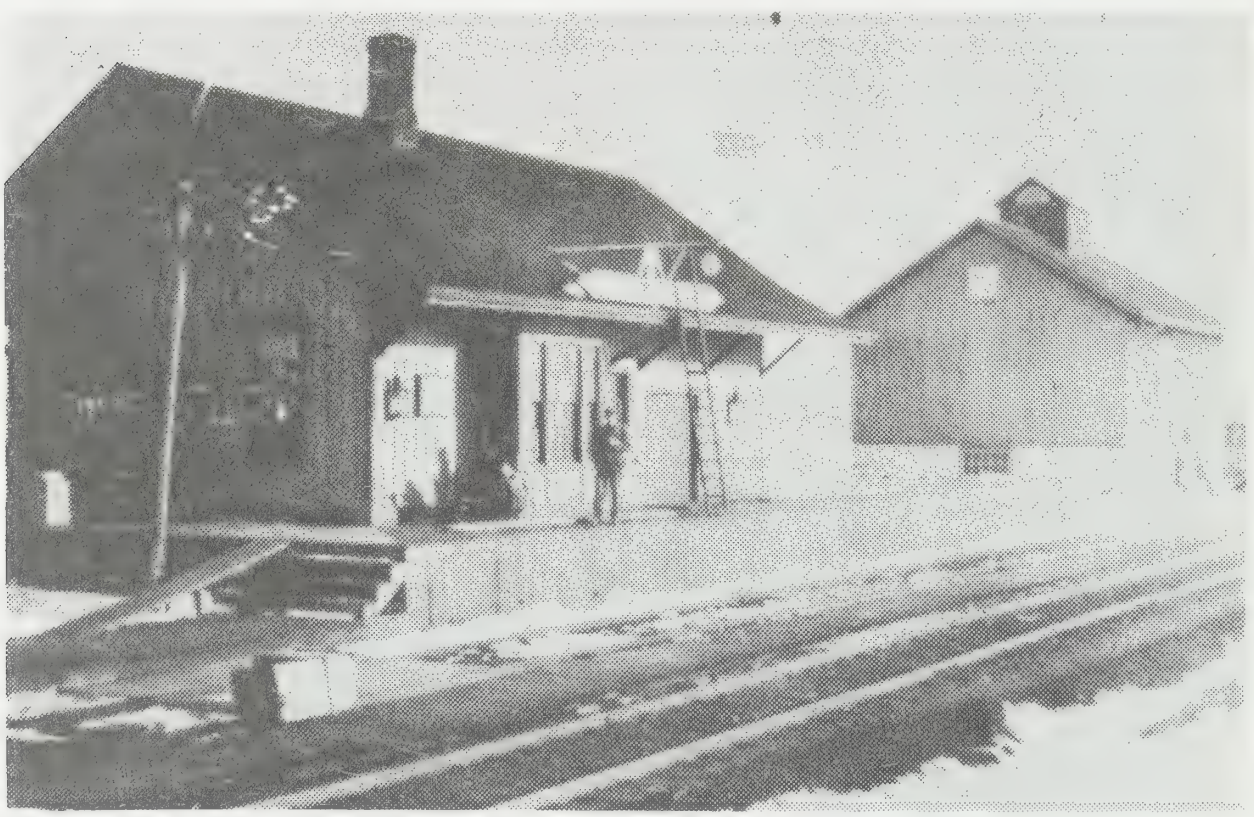
The grist mill, bought by George Townsend, operated throughout the depression, shipping to markets overseas. In the early 1930's it was remodelled and deisel power was added. It became a straight flour mill with business so brisk and prosperous that there was no room for chopping machinery.

When the depression eased off, and World War II began, there was another decrease in population even more severe than that caused by the First World War. The mill with seven employees operated until 1942 when the overseas markets were cut off. The cement brick business was gone. When the brickyard stepped up production, it was with labour-

saving machinery and commuting labour. The grist mill, reopened in 1947, was burnt down in 1948 and Bill Townsend retired from milling. The saw mill was closed in the early 40's although the water power and equipment remained in operating condition until a flood took out the dam in 1950. Foster's store, which had been closed for twenty years, was torn down by Art Winters one of the brick yard workers who was living nearby in a trailer. He used the material to build his home. Horses were gone by then and the blacksmith, Bill Fraser, closed his shop and left the village in 1950. When the law banning gasoline pumps adjacent to curbside was passed in 1929 the gas pumps were moved to the property owned by Mr. Fraser. When he closed up his shop, the village also lost its gasoline pumps and another of the village businesses ceased.

For the next eight years Cheltenham lay dormant. Its industry was now dead, and its commerce at a new low. The stations had become flag stops. The last hotel only housed one family and a butcher shop in one corner of the building. Cheltenham had become a small, distant dormitory for the growing aircraft industry in Malton, and for the factory areas of Brampton. The stone store and Overburgh's snack bar were all the businesses that were operating by 1950. The population of the town was composed mainly of retired farmers, while the large brick house on the Third Line corner of Mill Street was operating as a United Church rest and holiday home. Kaufman House, as it was called, was operated through most of the 1940's and 50's. The village's population was the smallest it had been since 1866 and it seemed, finally, to be following the path of other rural communities.

By the late 1950's the sandstone sidewalks were covered over by the new raised roadway but the village's appearance was most strikingly modernized by its new bridges. The hotel had again changed hands and in 1958 was reopened as an apartment house of six suites. "Kaufman



Grand Trunk Railway Station - 1900

Mill St. from the Credit Bridge

House" now became Lillian Milne's Antique Store and though commercially, the town was dead, there were signs that after seventy-five years, it would again begin to expand.

As well as being a dormitory for the City of Brampton, Cheltenham had been chosen for the country estates of the presidents of such companies as Imperial Oil, General Steel Wares, and de Haviland; all these gentlemen had estate farms touching the village limits.

The Domtar Corporation had purchased the brickyard and in 1958 they closed it and had its machinery removed, its houses torn down and they finally abandoned the property. Right until the end the output at the yard had been high but the workers, except for those in the houses and two or three from Cheltenham, had commuted from Brampton and Streetsville. For the next ten years the property lay deserted while the deed changed hands among a succession of speculators. The C.N.R. tracks adjacent to the property, since that day of closing, have been abandoned to the skidooers. Now, this property is soon to see use again, with the revival of the Credit Valley Railway as a tourist attraction and the use of this property as their operating roundhouse and yard and their operating railway museum.

The Cheltenham area has remained agricultural and very little strip settlement has been done in the surrounding countryside. It has been forced to once again, adapt, and, as before, is making the transition successfully.

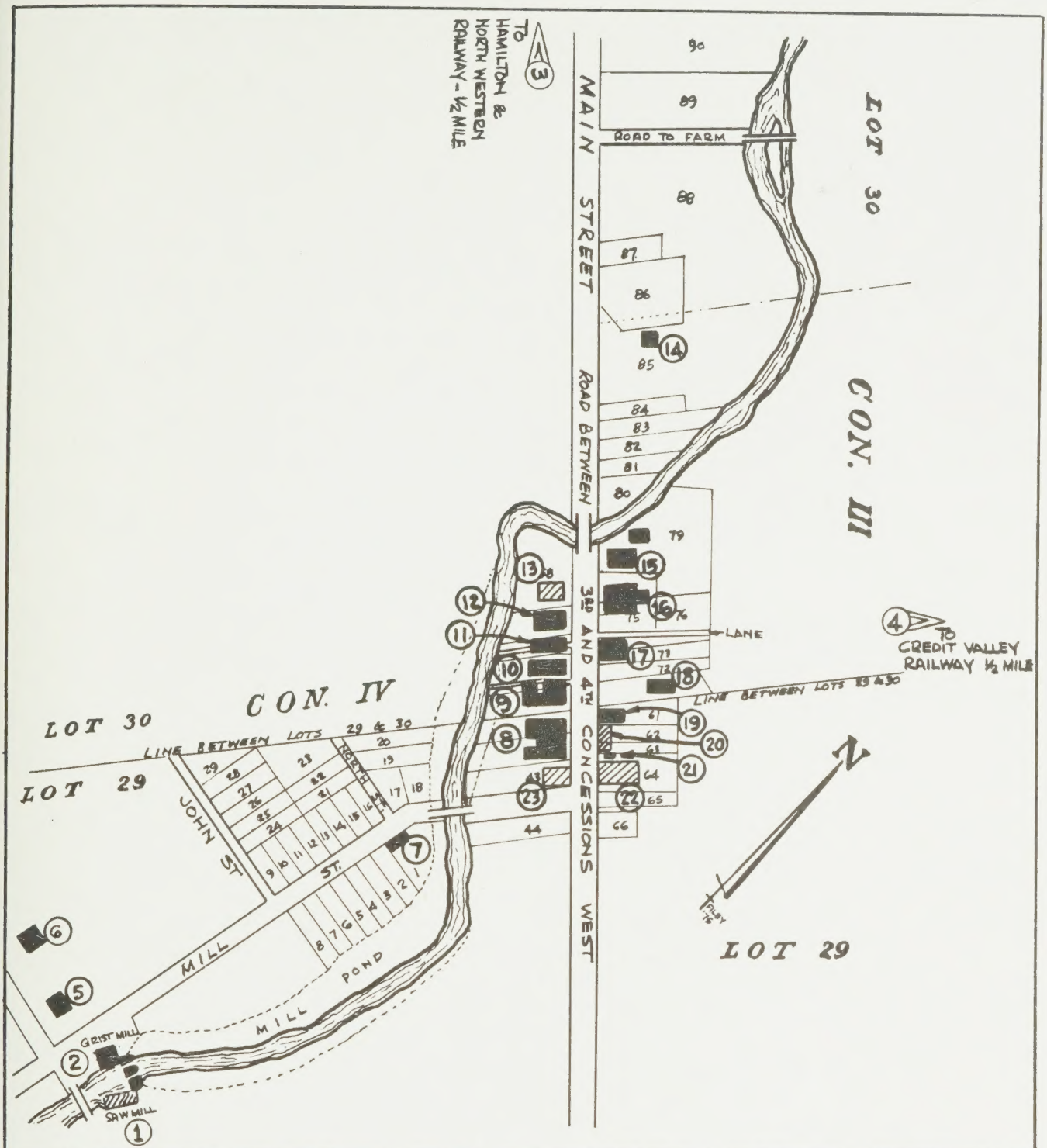
It has always possessed the needed ingredients for survival, and the future seems no different.

Men now come to Cheltenham for a different reason than those of the past century, but they continue to come because the village of Cheltenham offers what they are seeking. Where once they could find employment, they can now find a dwelling place that is both scenic and close to the employment to the south.

end

1. *M. Haines* — a retired school teacher and the daughter of Fred Haines Jr. who owned the major store in Cheltenham at the first of this century.
2. *T. Haines* — a retired school teacher and the son of the owner of the sawmill.
3. *W. Hazel* — the shipping foreman at the Interprovincial Brick Co.
4. *W. Henry* — from an interview for a Hamilton newspaper in 1962. Mr. Henry was an area farmer.
5. *M. House* — daughter of W. Fraser, the last Blacksmith.
6. *N. House* — a real estate broker and a member of the Chinguacousy Township planning board.
7. *M. Kees* — a descendant of the owner of the tannery in Cheltenham.
8. *F. Lyons* — a retired farmer who owned the farm across the road from the brickyard.
9. *R.J. Lyons* — a retired area dairy farmer.
10. *G. Wilkinson* — a retired area farmer.
11. *Milton Kees* — retired area resident

Cheltenham Station - C.P.R. - 1930



LEGEND

1. HAINES SAW MILL
2. HAINES GRIST MILL
3. HAMILTON & NORTHWESTERN RAILWAY STATION
4. CREDIT VALLEY RAILWAY STATION
5. COOPERS SHOP
6. THE MILLER'S HOUSE
7. KEE'S STEAM TANNERY
8. GENERAL STORE THEN HAINES STORE AND BANK
9. HENRY'S HOTEL THEN BROWN'S HOTEL
10. STORE
11. ORANGE HALL, WOMEN'S INSTITUTE, CABINETMAKERS
12. BLACKSMITH
13. SANDERSON CARRIAGE SHOP
14. TEMPERANCE HALL
15. SAVILLE HOTEL
16. AMERICAN HOTEL THEN ONTARIO HOTEL
17. GENERAL STORE THEN HARRIS' STORE
18. BEAVER HALL WITH TILE WORKS IN REAR
19. STORE
20. DRIVE SHED
21. BUTCHER SHOP
22. FOSTER'S STORE AND HARNESS SHOP
23. UNITED CHURCH REST HOME CALLED "KAUFMAN HOUSE."

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